Exhibit 1D

AAR - Association of American Railroads

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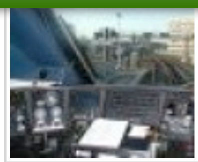
wanderer53 *Sir Nigel Gresley*



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positive train control (PTC), duri
railroads will state it isn't possib
mandated end-of-2015 deadline to adopt the technology despite an "unrelenting commitment" to implementation, Association of American Railroads (AAR) officials said in a press release issued yesterday.

Since Congress mandated PTC in 2008, freight railroads have spent more than $2.7 billion on implementation, including the design, development and testing of new communications technology, onboard computers, radios and back-office dispatching software.

As of 2012's end, railroads had partially equipped 6,072 locomotives with onboard equipment out of a total of 18,100 units requiring devices; equipped 8,504 of 37,512 wayside locations with wayside interface units; and acquired 2,775 220 MHz base, wayside and locomotive radios out of the 56,035 needed, AAR officials said. Nonetheless, much remains to be done before implementation is complete, they added.

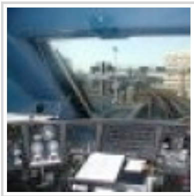
"Freight railroads are determined to safely implement PTC, and have been putting vast resources and energy behind efforts to do so. But the fact is, it's simply impossible to safely install a reliable, fully interoperable PTC system everywhere it is required by the 2015 deadline," said AAR President and Chief Executive Officer Ed Hamberger. "There may be segments of track across the country that will be PTC operable by the 2015 deadline, but completely implementing PTC on the more than 60,000 route miles required by the mandate is still not possible by 2015."

Freight railroads continue to map more than 475,000 critical features of their rail system into a computerized track database and will need to conduct specialized PTC-related training for approximately three-quarters of their workforce after the technology is deployed. In addition, technological challenges, a scarcity of necessary funds, and concerns that the Federal Railroad Administration can review and certify railroads' PTC plans prior to 2015's end make meeting the deadline "extremely unlikely," AAR officials said.

"This is one of the most significant technological undertakings in transportation history. Safely implementing interoperable PTC cannot be rushed — we must get it right to ensure rail continues to be the safest way to move both people and goods," said Hamberger.

The House and Senate last year considered measures that would have extended the federal deadline by three to five years to provide railroads more time to implement PTC, but those measures died in the previous Congress. At this early stage in the new Congress, it's uncertain whether new legislative attempts will be made later this year to extend the deadline.

Posted: Thu Feb 28, 2013 2:24 am



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The Association of American Railroads (AAR) says that representatives from the nation's major freight railroads on Feb. 27 will tell the National Transportation Safety Board (NTSB) that despite an unrelenting commitment to safely implementing fully interoperable positive train control

(PTC), doing so across all of more than 60,000 route miles required before the congressionally-mandated 2015 deadline is still not possible.

"Freight railroads are determined to safely implement PTC and have been putting vast resources and energy behind efforts to do so," said AAR President and CEO Edward Hamberger. "But the fact is, it's simply impossible to safely install a reliable, fully interoperable PTC system everywhere it is required by the 2015 deadline. There may be segments of track across the country that will be PTC operable by the 2015 deadline, but completely implementing PTC on the more than 60,000 route miles required by the mandate is still not possible by 2015."

Since Congress mandated PTC in 2008, freight railroads have spent more than $2.7 billion on implementation, including the design, development and testing of completely new communications technology, on-board computers, radios and back-office train dispatching software that allows each railroad's PTC system to work together safely.

While much remains to be done before PTC implementation is complete, significant progress has been made. For example, through the end of 2012 railroads have:

? Partially equipped 6,072 locomotives with PTC onboard equipment out of a total 18,100 locomotives involved in full implementation.

? Equipped 8,504 wayside locations with PTC wayside interface units out of 37,512 needed.

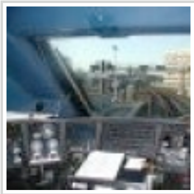
? Acquired 2,775 220MHz base, wayside and locomotive radios out of the 56,035 that will be needed.

Hamberger also noted that freight railroads are continuing the process of mapping more than 475,000 critical features of the rail system into a computerized track database and much remains to be completed. Railroads also will have to conduct specialized PTC-related training for approximately three quarters of all employees in the railroad industry workforce once the technology is deployed in their service territory.

Major commuter railroads and the Federal Railroad Administration (FRA) also have told Congress that technological challenges and a scarcity of necessary funds make meeting the 2015 implementation deadline extremely unlikely.

"Doing what is right and safe must steer this process, not a subjective deadline. We are up against significant hurdles every day and they must be overcome before PTC is launched across every major railroad's network," Hamberger said.

Posted: Thu Feb 28, 2013 7:35 pm



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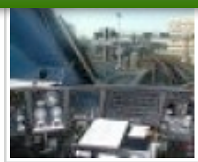
AAR: Intermodal rises 4.1 percent over 2012 for week ending February 23

(Source: Association of American Railroads press release, February 28, 2013)
WASHINGTON, D.C. — AAR reported mixed rail traffic for the week ending Feb.23, 2013, with total U.S. weekly carloads of 278,059 carloads, down 1.2 percent compared with the same week last year. Intermodal volume for the week totaled 238,083 units, up 11 percent compared with the same week last year. Total U.S. traffic for the week was 516,142 carloads and intermodal units, up 4.1 percent compared with the same week last year.
Four of the 10 carload commodity groups posted increases compared with the same week in 2012, led by petroleum products, up 66.4 percent. Commodities showing a decrease included grain, down 17.3 percent and metallic ores and metals, down 10 percent.
For the first eight weeks of 2013, U.S. railroads reported cumulative volume of 2,169,628 carloads, down 4.6 percent from the same point last year, and 1,902,470 intermodal units, up 7.3 percent from last year. Total U.S. traffic for the first eight weeks of 2013 was 4,072,098 carloads and intermodal units, up 0.6 percent from last year.
Canadian railroads reported 77,789 carloads for the week, up 1.3 percent compared with the same week last year, and 51,389 intermodal units, up 12.6 percent compared with 2012. For the first eight weeks of 2013, Canadian railroads reported cumulative volume of 609,662 carloads, up 1.8 percent from the same point last year, and 407,429 intermodal units, up 5.5 percent from last year.
Mexican railroads reported 16,475 carloads for the week, up 12.4 percent compared with the same week last year, and 10,669 intermodal units, up 12.3 percent. Cumulative volume on Mexican railroads for the first eight weeks of 2013 is 115,031 carloads, up 8.4 percent from the same point last year, and 73,912 intermodal units, up 0.1 percent from last year.
Combined North American rail volume for the eight weeks of 2013 on 13 reporting U.S., Canadian and Mexican railroads totaled 2,894,321 carloads, down 2.8 percent compared with the same point last year, and 2,383,811 trailers and containers, up 6.8 percent compared with last year.

Friday, March 01, 2013

Posted: Sat Mar 02, 2013 1:06 am

wanderer53 *Sir Nigel Gresley*



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ending Feb. 23, they originated ...
and 238,083 intermodal loads, u...
from the same week last year, according to the Association of American Railroads. Total U.S. traffic rose 4.1 percent to 516,142 units.

Only four of 10 carload commodity groups posted increases, led by petroleum products at 66.4 percent. Grain volume tumbled 17.3 percent and metallic ores/metals traffic declined 10 percent.

Railroads are expecting continued weakness in agricultural products traffic through the first half given last year's drought, said Robert W. Baird & Co. Inc. analysts in their weekly "Rail Flash" report. Corn represents about half of grain carloads and corn yield fell to its lowest mark since 1995 as production declined 13 percent. they said.

"Recently released USDA long-term agricultural projections have early estimates for second-half key crop yields (corn, wheat, soybeans) improving 24 percent year over year, [which is] better than prior projections for 19 percent growth, supported by better corn yield expectations," Baird analysts said.

For the week ending Feb. 23, Canadian railroads reported 77,789 carloads, up 1.3 percent, and 51,389 intermodal units, up 12.6 percent year over year. Mexican railroads' weekly carloads climbed 12.4 percent to 16,475 units and intermodal volume increased 12.3 percent to 10,669 units.

Through 2013's first eight weeks, 13 reporting U.S., Canadian and Mexican railroads handled 2,894,321 carloads, down 2.8 percent, and 2,383,811 containers and trailers, up 6.8 percent compared with the same 2012 period.

Posted: Sat Mar 02, 2013 1:40 am

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wanderer53 *Sir Nigel Gresley*

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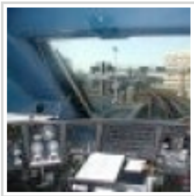
Rail industry representatives from Spain are heading to the USA to explore rail freight opportunities across North America.

The Spanish Railway Association (MAFEX) will visit the US in March to attend the 18th Annual Research Review of the Association of American Railroads (AAR) in Colorado.

At the event, MAFEX members will meet with the main US freight operators to consider the future challenges facing rail freight in North America, and discuss development in rolling stock and track technological innovations.

Figures released by the AAR show that rail freight holds 42.7 per cent of the market share in the USA, with volumes experiencing steady growth in recent years.

Posted: Mon Mar 04, 2013 10:16 pm



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Also testifying at Tuesday's hearing was Association of American Railroad President and Chief Executive Officer Edward Hamberger, who told committee members that American freight railroads' plans to spend a combined $24.5 billion on their networks this year. That amount will surpass the record $23 billion spent in 2012, he said.

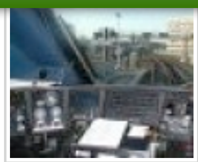
While the average U.S. manufacturer spends about 3 percent of its revenue on capital expenditures, U.S. freight railroads spend about 17 percent, Hamberger said.

The hearing was the subcommittee's first in the new congressional session, and the first called by the new chairman, Rep. Jeff Denham (R-Calif.)

Denham called the hearing to help set the stage for the subcommittee's goal to "strengthen and improve the efficiency of American rail transportation," he said in a prepared statement.

Posted: Thu Mar 07, 2013 2:09 am

wanderer53 *Sir Nigel Gresley*



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(Source: Association of American
2013)

WASHINGTON, D.C. — The Association of American Railroads (AAR) today reported that U.S. monthly rail traffic showed mixed results in February, and gains in both carloads and intermodal traffic for the week ending March 2, 2013.

Intermodal traffic in February 2013 totaled 983,078 containers and trailers, up 10.5 percent (93,231 units) compared with February 2012. That percentage increase represents the biggest year-over-year monthly gain since December 2010. The weekly average of 245,770 intermodal units in February was the highest weekly average for any February in history.

Carloads originated in February totaled 1,113,843 carloads, down 1.1 percent (12,562 carloads) compared with the same month last year. However, carloads excluding coal and grain were up 4.5 percent (25,311 carloads) in February 2013 over February 2012.

Commodities with the biggest carload increases in February included petroleum and petroleum products, up 64.2 percent or 21,326 carloads; crushed stone, gravel and sand, up 17.2 percent or 10,759 carloads; motor vehicles and parts, up 2.6 percent or 1,722 carloads; and lumber and wood products, up 10.4 percent or 1,310 carloads.

Commodities with carload declines last month included coal, down 4.8 percent or 22,583 carloads; grain, down 17.8 percent or 15,290 carloads; primary metal products, down 7.1 percent or 3,313 carloads; and iron and steel scrap, down 14.7 percent or 2,810 carloads.

“Rail intermodal traffic continues to grow. In February, year-over-year intermodal volume on U.S. railroads rose for the 39th straight week, and February saw the first double-digit year-over-year increase in two years,” said AAR Senior Vice President John T. Gray. “Shippers find intermodal appealing for a lot of reasons, including fuel savings, higher trucking costs, and service that has become much better in recent years.”

AAR today also reported gains in rail traffic for the week ending March 2, 2013. U.S. railroads originated 283,819 carloads last week, up 0.2 percent compared with the same week last year, while intermodal volume for the week totaled 249,238 units, up 9.7 percent compared with the same week last year. Total U.S. traffic for the week ending March 2 was 533,057 carloads and intermodal units, up 4.4 percent over the same week last year.

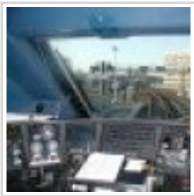
Five of the 10 carload commodity groups posted increases compared with the same week in 2012, led by petroleum products, up 69.5 percent. The groups showing a decrease in weekly traffic were led by grain, down 22.2 percent.

For the first nine weeks of 2013, U.S. railroads reported cumulative volume of 2,453,447 carloads, down 4 percent from the same point last year, and 2,151,708 intermodal units, up 7.6 percent from last year. Total U.S. traffic for the first nine weeks of 2013 was 4,605,155 carloads and intermodal units, up 1.1 percent from last year.

Canadian railroads reported 80,495 carloads for the week, up 5.3 percent compared with the same week last year, and 52,734 intermodal units, up 13.1 percent compared with 2012. For the first nine weeks of 2013, Canadian railroads reported cumulative volume of 690,157 carloads, up 2.2 percent from the same point last year, and 460,163 intermodal units, up 6.3 percent from last year.

Mexican railroads reported 15,603 carloads for the week, up 15.6 percent compared with the same week last year, and 10,628 intermodal units, up 33.2 percent. Cumulative volume on Mexican railroads for the first nine weeks of 2013 is 130,634 carloads, up 9.2 percent from the same point last year, and 84,540 intermodal units, up

wanderer53 *Sir Nigel Gresley*



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Similar to January, U.S. rail traffic registered mixed results in February. Originated carloads totaled 1,113,843, down 1.1 percent, while intermodal traffic reached 983,078 units, up 10.5 percent compared with February 2012, according to the Association of American Railroads (AAR).

Intermodal's percentage gain represented the biggest year-over-year monthly increase since December 2010, and the weekly average of 245,770 intermodal units set a February record, AAR officials said in a press release.

"Rail intermodal traffic continues to grow. In February, year-over-year intermodal volume on U.S. railroads rose for the 39th straight week, and February saw the first double-digit, year-over-year increase in two years," said AAR Senior Vice President John Gray.

Excluding coal loads (which declined 4.8 percent) and grain loads (which fell 17.8 percent), carloads rose 4.5 percent year over year. Commodities that posted large gains included petroleum and petroleum products (64.2 percent), crushed stone, gravel and sand (17.2 percent), and lumber and wood products (10.4 percent).

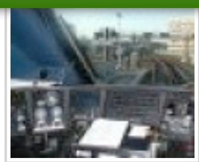
For the week ending March 2, U.S. railroads originated 283,819 carloads, up 0.2 percent, and 249,238 intermodal units, up 9.7 percent year over year.

Canadian railroads' weekly carloads rose 5.3 percent to 80,495 units and intermodal volume climbed 13.1 percent to 52,734 units, while Mexican railroads' carloads jumped 15.6 percent to 15,603 units and intermodal volume shot up 33.2 percent to 10,628 units.

Through 2013's first nine weeks, 13 reporting U.S., Canadian and Mexican railroads handled 3,274,238 carloads, down 2.3 percent, and 2,696,411 containers and trailers, up 7.2 percent compared with volumes from the same 2012 period.

Posted: Sat Mar 09, 2013 1:09 am

wanderer53 *Sir Nigel Gresley*



2012 was the safest year in the r
statistics from the Federal Railro

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Across a sweeping set of categories, rail industry safety showed marked improvement in 2012.

"Nothing is more important to railroads than safety and America's railroads are safer today than ever before," said Edward Hamberger, AAR president and CEO. "We are proud of the investments the rail industry has made to improve safety for employees, passengers and the public at large. Rail technology is constantly evolving and we will continue to invest in new technologies, training and processes aimed at preventing incidents before they ever happen."

Overall, 2012 set a new record for railroad safety, breaking the previous record set in 2011, which in turn broke the record set in 2010. In 2012, compared to 2011, the train accident rate per million train miles was down 19 percent, the employee casualty rate was down nine percent and the grade crossing collision rate was down eight percent.

According to FRA data, from 1980 to 2012, the U.S. train accident rate fell 80 percent and the U.S. rail employee injury rate fell 85 percent. Since 2000, the declines have been 45 percent and 52 percent, respectively. Train collisions per million train-miles have dropped 87 percent since 1980 and 36 percent since 2000.

While railroads saw gains in the other safety categories, trespassing deaths increased in 2012. "These tragedies affect many communities across the country and the freight rail industry remains committed to public education efforts that warn youth of the dangers of playing on railroad tracks," said Hamberger.

Posted: Tue Mar 12, 2013 7:43 pm

wanderer53 *Sir Nigel Gresley*

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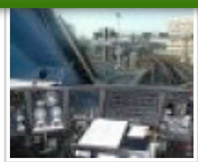
on March 12, 2013in North America

Association of American Railroads president and chief executive officer Edward Hamberger told members of the House sub-committee this month that the average American manufacturer spends about 3% of revenue on capital expenditure. By comparison, freight railroads spend about 17%. This year, America’s freight rail companies plan to spend a combined $24.5 billion on their networks, overtaking the record $23 billion spent in 2012

Posted: Wed Mar 13, 2013 6:36 pm

wanderer53 *Sir Nigel Gresley*



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down 0.9 percent, and 235,174
compared with volumes from th
Association of American Railroads.

Total U.S. traffic rose 1.3 percent. Only four of 10 carload commodity groups posted gains while grain volume fell 16.5 percent and coal volume dipped 1 percent.

The three publicly traded U.S. Class Is provided "incrementally negative" domestic coal outlooks at recent investor conferences, Robert W. Baird & Co. Inc. analysts said in their weekly "Rail Flash" report.

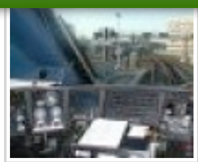
"CSX is expecting 2013 coal volumes at the low end of its originally guided 5 to 10 percent range while Norfolk Southern noted it continues to see further weakness in the domestic coal market," they said. "In the West, Union Pacific is projecting first-quarter coal volumes to be down in the high-teens after original expectations for mid-teen declines."

Meanwhile, Canadian railroads reported week No. 10 carloads totaling 78,758, up 4.8 percent, and intermodal volume totaling 52,760 units, up 7.2 percent year over year. For the week ending March 9, Mexican railroads' weekly carloads climbed 13 percent to 15,577 units and their intermodal volume jumped 24.5 percent to 9,826 units.

Through 2013's first 10 weeks, 13 reporting U.S., Canadian and Mexican railroads handled 3,645,271 carloads, down 2 percent, and 2,994,171 containers and trailers, up 7 percent compared with the same 2012 period.

Posted: Sat Mar 16, 2013 1:47 am

wanderer53 *Sir Nigel Gresley*



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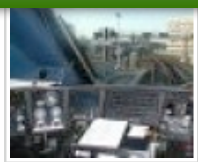
(Source: Association of America[...]
2013)
WASHINGTON, D.C. — AAR reported mixed rail traffic for the week ending March 9, 2013, with total U.S. weekly carloads of 276,698 carloads, down 0.9 percent compared with the same week last year. Intermodal volume for the week totaled 235,174 units, up 4 percent compared with the same week last year. Total U.S. traffic for the week was 511,872 carloads and intermodal units, up 1.3 percent compared with the same week last year.
Four of the 10 carload commodity groups posted increases compared with the same week in 2012, led by petroleum products, up 46.5 percent. Commodities showing a decrease were led by grain, down 16.5 percent.
For the first ten weeks of 2013, U.S. railroads reported cumulative volume of 2,730,145 carloads, down 3.7 percent from the same point last year, and 2,386,882 intermodal units, up 7.2 percent from last year. Total U.S. traffic for the first ten weeks of 2013 was 5,117,027 carloads and intermodal units, up 1.1 percent from last year.
Canadian railroads reported 78,758 carloads for the week, up 4.8 percent compared with the same week last year, and 52,760 intermodal units, up 7.2 percent compared with 2012. For the first ten weeks of 2013, Canadian railroads reported cumulative volume of 768,915 carloads, up 2.5 percent from the same point last year, and 512,923 intermodal units, up 6.4 percent from last year.
Mexican railroads reported 15,577 carloads for the week, up 13 percent compared with the same week last year, and 9,826 intermodal units, up 24.5 percent. Cumulative volume on Mexican railroads for the first ten weeks of 2013 is 146,211 carloads, up 9.6 percent from the same point last year, and 94,366 intermodal units, up 5.2 percent from last year.
Combined North American rail volume for the ten weeks of 2013 on 13 reporting U.S., Canadian and Mexican railroads totaled 3,645,271 carloads, down 2 percent compared with the same point last year, and 2,994,171 trailers and containers, up 7 percent compared with last year.

Friday, March 15, 2013

Posted: Sat Mar 16, 2013 2:04 am

wanderer53 *Sir Nigel Gresley*



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American Society of Civil Engine
America's Infrastructure" versus
time the association issued a report card.

For the first time, the report — which grades infrastructure using an A-to-F report card format — includes information pertaining to all 50 states. An advisory council comprising civil engineers appointed by ASCE assigns the grades according to eight criteria: capacity, condition, funding, future need, operation and maintenance, public safety, resilience and innovation.

Although the cumulative grade rose slightly, the nation has a total infrastructure investment need of $3.6 trillion by 2020, leaving a funding shortfall of $1.6 trillion based on current funding levels, said ASCE officials in a press release. ASCE represents the interests of more than 140,000 civil engineers worldwide.

"A D+ is simply unacceptable for anyone serious about strengthening our nation's economy; however, the 2013 Report Card shows that this problem can be solved," said ASCE President Gregory DiLoreto. "If we want to create jobs, increase trade and assure the safety of our children, then infrastructure investment is the answer."

The 2013 grades by sector range from a high of B- for solid waste infrastructure to a low of D- for inland waterways and levees. Ports earned a C grade.

Six sectors (solid waste, drinking water, wastewater, roads, bridges and rail) garnered incrementally higher grades since the last assessment in 2009, with rail registering the largest improvement from a C- to C+. Private investment for efficiency and connectivity helped improve the nation's railways, ports and energy grid, ASCE officials said, adding that Amtrak's record-high ridership helped boost rail's overall grade.

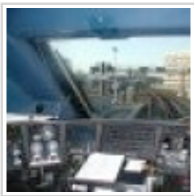
Association of American Railroads (AAR) officials lauded the report card and rail's improved assessment. Despite the recent economic downturn, freight railroads have invested about $22 billion each year to build, maintain and upgrade their infrastructure, and this year they collectively plan to spend a record $24.5 billion, AAR officials said in a prepared statement.

"Freight railroads are the backbone of our nation's logistics supply chain, but freight rail's success also relies on the health and well-being of the other modes of transportation to which we connect to serve our customers," said AAR President and Chief Executive Officer Ed Hamberger. "If railroads are to move more people and more goods, and help American businesses compete in a global marketplace, we must support transportation policies that make private investments possible and that can translate into action."

American Public Transportation Association (APTA) officials also commended the report, but more so for highlighting the need for urgent investments in public transportation infrastructure. The report provided examples of successful public transportation investments, such as the Regional Transportation District of Denver’s Eagle public-private project, a "first-of-its-kind agreement" to design, build, finance, operate and maintain a $2.1 billion expansion of the city’s public transit network, APTA officials said in a press release.

"How many more reports do we need to tell us that we must make investing in America’s infrastructure a priority," said APTA President and CEO Michael Melaniphy. "Our country must get serious about investing

wanderer53 *Sir Nigel Gresley*



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The Surface Transportation Board (STB) on Tuesday rendered a decision denying a petition filed by the Association of American Railroads (AAR) in November 2012 that requested the board institute a rulemaking to consider reintroducing indirect competition as a factor in determining the reasonableness of coal rates.

The AAR wanted the STB to reinstitute the practice of considering product and geographic competition to determine if the board has jurisdiction to hear rate cases involving coal transportation by using readily available public information. The STB has jurisdiction over rail rates only where a carrier does not face effective competition; current law allows the market to determine the level of rail rates where railroads face competition.

Since 1998, the STB has not considered indirect competition in rate cases because it was too difficult or burdensome to find the information necessary to determine the effect indirect competition had on rail rates, according to the AAR.

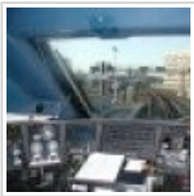
The board has devoted extensive consideration to its policy for limiting its market dominance inquiry to only evidence of direct competition, and the AAR has not persuaded the STB to depart from its existing policy and reconsider evidence of product and geographic competition, board members said in the decision.

"We find that AAR's proposal fails to provide a practical means of determining the absence or presence of effective competition for coal transportation. Nor does the AAR's proposal overcome the administrative burdens that underlie the board's rationale for excluding indirect product and geographic competition from its market dominance determinations," they said.

The AAR asserts that there is ample public information available today to help the STB determine what indirect competition exists in wholesale power markets. In its petition to the board, the AAR noted that nearly two-thirds of all rate cases over the past 15 years involved coal and, therefore, justified the need to reassess today's energy market and fuel sources when deciding whether or not to review coal rail rates.

"We simply do not understand how the STB can refuse to acknowledge that the way Americans are getting their electricity is changing. The electric generating marketplace is undergoing a powerful transformation that the STB decision doesn't take into account," said AAR President and Chief Executive Officer Ed Hamberger in a prepared statement. "The availability and low price of natural gas are greatly influencing what kind of energy is being used today by electric utilities."

Posted: Fri Mar 22, 2013 1:00 am



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U.S. Sens. Amy Klobuchar (D-Minn.) and David Vitter (R-La.) yesterday introduced the Railroad Antitrust Enforcement Act, which proposes to remove the rail industry's exemption from certain antitrust laws.

The bill would eliminate railroad antitrust exemptions that "allow freight railroad companies to take advantage of their market dominance, resulting in higher rates" for captive shippers, the senators said in a joint statement.

"This legislation makes common sense reforms that will require the railroad industry to play by the same antitrust rules as other industries and will help keep costs down for businesses, farmers and consumers," said Klobuchar, who chairs the Judiciary Subcommittee on Antitrust, Competition Policy and Consumer Rights.

Consumers United for Rail Equity (CURE), a national coalition of rail shippers, issued a statement hailing the bill's introduction.

The legislation "proposes appropriate and long-overdue action to better protect shippers and American consumers by placing the nation's freight railroads on the same footing as their customers with respect to the nation's antitrust law. This is simple fairness," said CURE President Steve Sharp.

The American Chemistry Council (ACC) concurs. The bill is a step toward more rail competition and a "level playing field" that will benefit shippers, railroads and the broader economy, ACC officials said in a prepared statement.

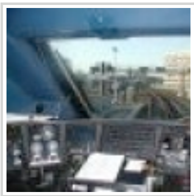
"The bipartisan legislation was introduced at the same time the Surface Transportation Board [STB] is investigating an array of rail competition reforms to address a troubling trend in the nation's freight rail system as rates have soared to the highest level in 20 years," they said. "Outdated exemptions from antitrust laws provide railroads with unique government protections that help shield them from free markets and competition."

However, railroads are subject to most antitrust laws, and in areas where they have limited exemptions, they're regulated by the STB, said Association of American Railroads (AAR) officials — who strongly oppose the bill — in a statement. The association has opposed numerous other bills introduced over the past several years that also sought to eliminate railroads' antitrust exemption.

The Klobuchar/Vitter bill "actually singles out railroads for policies that could undermine the industry's ability to build, maintain and continuously upgrade the nation's rail infrastructure without taxpayer assistance," AAR officials said.

"Sections of this bill are designed to override existing regulatory decisions and could potentially roll back government-approved transactions in railroad history. That retroactive application would inevitably create conflicts and uncertainty for railroads, railroad customers and courts," said AAR President and Chief Executive Officer Ed Hamberger. "The resulting regulatory uncertainty could undermine the private freight railroads' ability to sustain necessary and critical private investments in America's rail infrastructure."

wanderer53 *Sir Nigel Gresley*



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It wasn't by a big margin, but U.S. railroads posted a carload gain last week. For the week ending March 16, U.S. carloads ratcheted up 0.5 percent to 280,624 units and intermodal volume inched up 0.7 percent to 228,806 units compared with volumes from the same week last year, according to the Association of American Railroads.

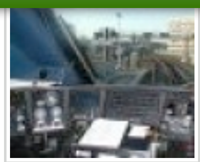
Five of 10 carload commodity groups registered increases, led by petroleum products (58.3 percent), and motor vehicles and parts (15.6 percent). Grain traffic tumbled 19.2 percent.

For the week ending March 16, Canadian railroads reported 79,664 carloads, up 2 percent, and 49,896 intermodal units, up 8.1 percent year over year. Mexican railroads' weekly carloads rose 8.7 percent to 15,955 units, but their intermodal volume fell 10 percent to 8,583 units.

Through 2013's first 11 weeks, 13 reporting U.S., Canadian and Mexican railroads handled 4,021,514 carloads, down 1.7 percent, and 3,281,456 containers and trailers, up 6.5 percent compared with the same 2012 period.

Posted: Sat Mar 23, 2013 2:03 am

wanderer53 *Sir Nigel Gresley*



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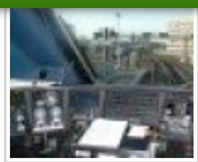
(Source: Association of America
2013)
WASHINGTON, D.C. — AAR reported an increase in traffic for the week ending March 16, 2013, with total U.S. weekly carloads of 280,624 carloads, up 0.5 percent compared with the same week last year. Intermodal volume for the week totaled 228,806 units, up 0.7 percent compared with the same week last year. Total U.S. traffic for the week was 509,430 carloads and intermodal units, up 0.6 percent compared with the same week last year.
Five of the 10 carload commodity groups posted increases compared with the same week in 2012, including petroleum products, up 58.3 percent, and motor vehicles and parts, up 15.6 percent. Commodities showing a decrease were led by grain, down 19.2 percent.
For the first eleven weeks of 2013, U.S. railroads reported cumulative volume of 3,010,769 carloads, down 3.3 percent from the same point last year, and 2,615,688 intermodal units, up 6.6 percent from last year. Total U.S. traffic for the first eleven weeks of 2013 was 5,626,457 carloads and intermodal units, up 1.1 percent from last year.
Canadian railroads reported 79,664 carloads for the week, up 2 percent compared with the same week last year, and 49,896 intermodal units, up 8.1 percent compared with 2012. For the first eleven weeks of 2013, Canadian railroads reported cumulative volume of 848,579 carloads, up 2.4 percent from the same point last year, and 562,819 intermodal units, up 6.6 percent from last year.
Mexican railroads reported 15,955 carloads for the week, up 8.7 percent compared with the same week last year, and 8,583 intermodal units, down 10 percent. Cumulative volume on Mexican railroads for the first eleven weeks of 2013 is 162,166 carloads, up 9.5 percent from the same point last year, and 102,949 intermodal units, up 3.8 percent from last year.
Combined North American rail volume for the eleven weeks of 2013 on 13 reporting U.S., Canadian and Mexican railroads totaled 4,021,514 carloads, down 1.7 percent compared with the same point last year, and 3,281,456 trailers and containers, up 6.5 percent compared with last year.

Friday, March 22, 2013

Posted: Sat Mar 23, 2013 2:19 am

wanderer53 *Sir Nigel Gresley*



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introduced the Railroad Antitrus
21.

The senators say the legislation will address so-called "captive shipping" and promote competition in the industry. However, the Association of American Railroads (AAR) says the bill unfairly targets the rail industry and threatens its self-sufficiency.

Sen. Klobuchar, who chairs the Judiciary Antitrust Subcommittee, said in a press release that the Railroad Antitrust Enforcement Act removes the railroad industry's exemption from the antitrust laws, which would result in more competitive pricing.

AAR strongly objects to the Railroad Antitrust Enforcement Act, saying that while the bill claims to repeal freight railroads' limited antitrust exemptions, it actually singles out railroads for policies that could undermine the industry's ability to build, maintain and continuously upgrade the nation's rail infrastructure without taxpayer assistance.

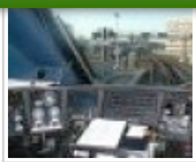
"This bill proposes sweeping changes that would negatively impact this country's freight rail industry," said AAR President and CEO Edward R. Hamberger. "Sections of this bill are designed to override existing regulatory decisions and could potentially roll back government-approved transactions in railroad history. That retroactive application would inevitably create conflicts and uncertainty for railroads, railroad customers and courts. The resulting regulatory uncertainty could undermine the private freight railroads' ability to sustain necessary and critical private investments in America's rail infrastructure.

Contrary to what bill proponents assert, Hamberger said there is no gap in government oversight of railroad activities. Railroads are subject to most antitrust laws and in areas where limited exemptions exist, railroads are regulated by the Surface Transportation Board.

"There's one thing in Washington that everyone agrees on – and that is our nation's infrastructure needs attention and serious investment. Freight railroads have invested more than $526 billion in private capital over the past three decades – half a trillion dollars – into America's rail infrastructure so taxpayers didn't have to. A regulatory environment that encourages private investment should remain a priority," said Hamberger.

Posted: Sun Mar 24, 2013 7:41 pm

wanderer53 *Sir Nigel Gresley*



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intermodal loads. For the week e
278,738 carloads, up 0.2 percen
up 1.4 percent compared with volume from the same week last year, according to the Association of American Railroads.

Total U.S. traffic for the week inched up 0.7 percent to 514,379 units. Only four of 10 carload commodity groups posted gains, led by petroleum products at 57 percent. Grain loads declined 17.3 percent and agricultural products carloads dropped 8 percent.

Railroads are expecting continued weakness in ag products volume through the year's first half given last year's drought, said Robert W. Baird & Co. Inc. analysts in their weekly "Rail Flash" report.

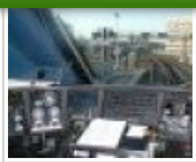
"According to the USDA Prospective Plantings report, farmers intend to plant 97.3 million acres of corn in 2013, up 6 percent from 2012 levels and the highest planted acreage since 1936," they said, adding that corn accounts for about half of grain carloads.

Meanwhile, Canadian railroads reported weekly carloads totaling 79,130, up 1.9 percent, and intermodal volume totaling 50,589 units, down 2.2 percent year over year. Mexican railroads' weekly carloads climbed 12.7 percent to 15,990 units but their intermodal volume fell 15.5 percent to 7,585 units.

Through 2013's first 12 weeks, 13 reporting U.S., Canadian and Mexican railroads handled 4,395,372 carloads, down 1.5 percent, and 3,575,271 containers and trailers, up 6 percent compared with the same 2012 period.

Posted: Wed Apr 03, 2013 12:42 am

wanderer53 *Sir Nigel Gresley*



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last week, a major reason traffic
the Association of American Rai

For the week ending March 30, U.S. railroads originated 281,367 carloads, down 1.9 percent, and 233,587 intermodal units, down 3.8 percent compared with volumes from the same week last year. Carloads originated in March dipped 0.5 percent to 1,117,427 units while intermodal volume in the month ratcheted up 0.5 percent to 933,208 units — the smallest year-over-year monthly gain for intermodal since August 2011, AAR officials said in traffic summary.

Carloads excluding coal and grain rose 3.4 percent in March, and seven of 20 commodity categories posted gains. Petroleum and petroleum products volume jumped 54.3 percent, crushed stone, gravel and sand carloads climbed 11.9 percent, and motor vehicles and parts traffic rose 6.1 percent, while grain carloads tumbled 20.1 percent, metallic ores volume fell 13.2 percent and coal loads dipped 2 percent.

"U.S. rail traffic continues to mirror the overall economy: not great, not terrible, anticipating a better future," said AAR Senior Vice President John Gray. "Petroleum and petroleum products continues to lead traffic gains, while coal and grain have seen better days. Intermodal volume ... [registered] the highest-volume March in history and built on even stronger gains earlier in the quarter."

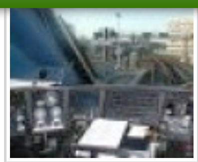
Coal traffic continues to slump because utilities' inventories remain elevated, according to Robert W. Baird & Co. Inc.'s latest "Rail Flash" report. Powder River Basin inventories are averaging 76 days, above the five-year average of 60 days, and northern Appalachia inventories are averaging 60 days, or about the five-year average, Baird analysts said.

Meanwhile, Canadian railroads for March's final week reported 80,227 carloads, up 0.5 percent, and 47,127 intermodal units, down 10.5 percent year over year. Mexican railroads' carloads fell 6.3 percent to 13,948 units and their intermodal volume tumbled 13.9 percent to 7,839 units.

Through 2013's first 13 weeks, 13 reporting U.S., Canadian and Mexican railroads handled 4,770,914 carloads, down 1.5 percent, and 3,863,824 containers and trailers, up 5 percent compared with the same 2012 period.

Posted: Sat Apr 06, 2013 12:04 am

wanderer53 *Sir Nigel Gresley*



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week ending April 6 (Source: As
release, April 11, 2013

WASHINGTON, D.C. – April 11, 2013 – The Association of American Railroads (AAR) reported an increase in traffic for the week ending April 6, 2013, with total U.S. weekly carloads of 280,748 carloads, up 3.7 percent compared with the same week last year. Intermodal volume for the week totaled 231,648 units, up 0.2 percent compared with the same week last year. Total U.S. traffic for the week was 512,396 carloads and intermodal units, up 2.1 percent compared with the same week last year.

Eight of the 10 carload commodity groups posted increases compared with the same week in 2012, including petroleum and petroleum products, up 52.9 percent, and nonmetallic minerals and products up 10.9 percent. Commodities showing a decrease were led by grain, down 14.2 percent.

For the first 14 weeks of 2013, U.S. railroads reported cumulative volume of 3,851,622 carloads, down 2.5 percent from the same point last year, and 3,316,564 intermodal units, up 5 percent from last year. Total U.S. traffic for the first 14 weeks of 2013 was 7,168,186 carloads and intermodal units, up 0.8 percent from last year.

Canadian railroads reported 81,934 carloads for the week, up 8.9 percent compared with the same week last year, and 52,004 intermodal units, up 3.1 percent compared with 2012. For the first 14 weeks of 2013, Canadian railroads reported cumulative volume of 1,089,870 carloads, up 2.7 percent from the same point last year, and 712,539 intermodal units, up 4.3 percent from last year.

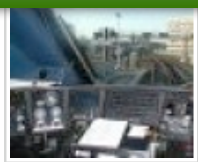
Mexican railroads reported 14,780 carloads for the week, up 22.4 percent compared with the same week last year, and 8,954 intermodal units, up 25 percent. Cumulative volume on Mexican railroads for the first 14 weeks of 2013 is 206,884 carloads, up 9.3 percent from the same point last year, and 127,327 intermodal units, up 2.3 percent from last year.

Combined North American rail volume for the 14 weeks of 2013 on 13 reporting U.S., Canadian and Mexican railroads totaled 5,148,376 carloads, down 1 percent compared with the same point last year, and 4,156,430 trailers and containers, up 4.8 percent compared with last year.

Friday, April 12, 2013

Posted: Sat Apr 13, 2013 12:05 am

wanderer53 *Sir Nigel Gresley*



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April 6, they originated 280,748 intermodal units, up 0.2 percent same 2012 period, according to the Association of American Railroads.

Total U.S. traffic for the week rose 2.1 percent to 512,396 units. Eight of 10 carload commodity groups posted gains, including petroleum and petroleum products at 52.9 percent, and nonmetallic minerals and products, 10.9 percent.

Continued secular growth in shale-related carloads, which in the first quarter jumped 46 percent year over year, helped drive petroleum products volume, according to Robert W. Baird & Co. Inc.'s weekly "Rail Flash" report.

"Despite the fact that the majority of crude oil shipments originate in the western U.S., petroleum products volumes have benefited both western and eastern rails," Baird analysts said in the report.

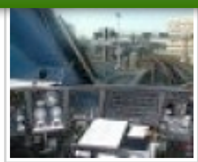
On a year-over-year basis, first-quarter crude traffic gains climbed to 80 percent for BNSF Railway Co., 63 percent for Norfolk Southern Corp., 58 percent for CSX Corp. and 49 percent for Union Pacific Railroad, they said.

Meanwhile, Canadian railroads reported weekly carloads totaling 81,934 units, up 8.9 percent, and intermodal volume totaling 52,004 units, up 3.1 percent year over year. Mexican railroads' weekly carloads climbed 22.4 percent to 14,780 units and intermodal volume soared 25 percent to 8,954 units.

Through 2013's 14 weeks, 13 reporting U.S., Canadian and Mexican railroads handled 5,148,376 carloads, down 1 percent, and 4,156,430 containers and trailers, up 4.8 percent compared with the same 2012 period.

Posted: Sat Apr 13, 2013 5:43 pm

wanderer53 *Sir Nigel Gresley*



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for week ending April 13 (Sourc
press release, April 18, 2013)

WASHINGTON, D.C. — The Association of American Railroads (AAR) reported mixed traffic for the week ending April 13, 2013, with total U.S. weekly carloads of 275,675 carloads, down 0.6 percent compared with the same week last year. Intermodal volume for the week totaled 241,987 units, up 3.3 percent compared with the same week last year. Total U.S. traffic for the week was 517,662 carloads and intermodal units, up 1.2 percent compared with the same week last year.

Four of the 10 carload commodity groups posted increases compared with the same week in 2012, including petroleum and petroleum products, up 51.2 percent, and motor vehicles and parts, up 10.9 percent. Commodities showing a decrease included metallic ores, down 13.8 percent, and grain, down 12.1 percent.

For the first 15 weeks of 2013, U.S. railroads reported cumulative volume of 4,127,296 carloads, down 2.4 percent from the same point last year, and 3,558,668 intermodal units, up 4.9 percent from last year. Total U.S. traffic for the first 15 weeks of 2013 was 7,685,964 carloads and intermodal units, up 0.8 percent from last year.

Canadian railroads reported 82,077 carloads for the week, up 1.2 percent compared with the same week last year, and 53,818 intermodal units, up 1.9 percent compared with 2012. For the first 15 weeks of 2013, Canadian railroads reported cumulative volume of 1,171,947 carloads, up 2.6 percent from the same point last year, and 766,357 intermodal units, up 4.2 percent from last year.

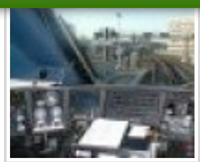
Mexican railroads reported 15,455 carloads for the week, up 15 percent compared with the same week last year, and 9,814 intermodal units, up 1.8 percent. Cumulative volume on Mexican railroads for the first 15 weeks of 2013 is 222,339 carloads, up 9.7 percent from the same point last year, and 137,141 intermodal units, up 2.3 percent from last year.

Combined North American rail volume for the 15 weeks of 2013 on 13 reporting U.S., Canadian and Mexican railroads totaled 5,521,582 carloads, down 0.9 percent compared with the same point last year, and 4,462,166 trailers and containers, up 4.7 percent compared with last year.

Friday, April 19, 2013

Posted: Wed Apr 24, 2013 6:01 pm

wanderer53 *Sir Nigel Gresley*



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which ended April 13. They origi
percent, and 241,987 intermoda
volumes from the same week last year, according to the Association of American Railroads.

Total U.S. traffic increased 1.2 percent to 517,662 carloads. Only four of 10 carload commodity groups posted gains, led by petroleum and petroleum products, 51.2 percent; and motor vehicles and parts, 10.9 percent. Metallic ores and grain traffic tumbled 13.8 percent and 12.1 percent, respectively.

U.S. railroads' coal volume was flat during the week. The U.S. Energy Information Administration's recently published "Short-Term Energy Outlook" estimates that first-quarter coal production declined 9 percent, said Robert W. Baird & Co. Inc. analysts in their weekly "Rail Flash" report.

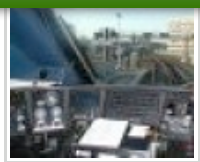
"The declines were led by decreased western region production (minus 12 percent), followed by Appalachian (minus 6 percent) and interior (minus 2 percent) production," they said.

Meanwhile, Canadian railroads reported weekly carloads totaling 82,077, up 1.2 percent, and intermodal volume totaling 53,818 units, up 1.9 percent year over year. Mexican railroads' weekly carloads climbed 15 percent to 15,455 units and their intermodal volume ratcheted up 1.8 percent to 9,814 units.

Through 2013's first 15 weeks, 13 reporting U.S., Canadian and Mexican railroads handled 5,521,582 carloads, down 0.9 percent, and 4,462,166 containers and trailers, up 4.7 percent compared with the same 2012 period.

Posted: Thu Apr 25, 2013 12:52 am

wanderer53 *Sir Nigel Gresley*



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miles using one gallon of fuel, ac
Railroads (AAR).

Overall, freight-rail fuel efficiency has climbed more than 100 percent since 1980. Railroads have spent billions of dollars on thousands of new, more fuel-efficient locomotives and to overhaul older units. Industry research also is under way on hybrid long-haul locomotives and locomotives that can be powered by liquefied natural gas, AAR officials said in a press release.

"The nation's freight railroads not only haul the goods that America depends on every day, but they do so efficiently and with a fraction of the carbon footprint of other modes of transportation," said AAR President and Chief Executive Officer Ed Hamberger.

A federal government study found railroads are on average four times more fuel efficient than trucks, Hamberger noted, adding that railroads emit fewer greenhouse gases and are helping to ease highway congestion.

"America can save even more fuel by shipping more by rail. If just 10 percent of the long-haul freight currently moving on our crowded highways were moved by rail, annual fuel savings would equal roughly 1 billion gallons," he said.

Posted: Thu Apr 25, 2013 3:52 am

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